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Palmetto AVIATION

VOLUME 31/NUMBER 3

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APRIL, 1981



Boys Home of the South Airshow

Thunderbirds to fly at Donaldson May 2, 3

The U.S. Air Force Thunderbirds will be the featured attraction at the 16th annual Boys Home of the South Airshow to be held this year at Donaldson Center in Greenville, May 2 and 3.

There will also be solo performances by three well-known aerobatic pilots and lots of aircraft, both contemporary and World War II vintage, on static display.

The gates will open at 10 a.m. and the show will begin at 2 p.m. A \$3 donation will be asked to view the show and static displays per person, per day. Proceeds will go to the Boys Home of the South.

Individual acts will include Byrd Mapoles from Milton, Fla. in his new Bellanca Decathlon; Winn Baker from Griffin, Ga. flying his Pitts S2A and Bob

Russell from Columbia in his Dehavilland Chipmunk.

Static displays will include; the giant C5A Galaxy, the C-141 Starlifter, the C-130 Hercules, the F-15 and the A-10 from the Air Force. The F-4 Phantom, the OV-10, The Cobra and the CH-53 helicopters from the Marines will be on display. Also, vintage World War II aircraft such as the P-51 Mustang, the AD-4 Skyraider, the T-28, the T-6 and a 1943 Boeing Stearman.

Tickets are available from all five locations of Tires, Inc. or Shaw's Pharmacy in Greenville or by calling Jim Craig at (803) 282-4227. Tickets may also be purchased at the gate.

The last time the Thunderbirds were featured in the Upper state area was in

1962 during the opening of the Greenville/Spartanburg Jetport.

For those flying to the show, Donaldson has a newly commissioned radio beacon which you can receive 15-20 miles out on 338 kHz. The identifier is GOX. Palmetto Executive Air is the FBO on the field. They will answer when you call in on the 123.0 MHz Unicom frequency. Phillips fuel, both jet A and 100 LL, is available on the field.

It is suggested that pilots contact Greer approach on 118.8 prior to entering or leaving the Greenville-Spartanburg radar service area.

The show is scheduled to start at 2 p.m. and the field will be closed to all air traffic beginning at 12:30 p.m.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Commission approves money for Sumter, Greer

At its February and March meetings, the S.C. Aeronautics Commission approved more than \$33,000 for Sumter Airport.

At the February meeting, the Commission approved \$16,800 for aviation easements and clearing on the airport's turf runway. At the March meeting, \$16,560 was approved for aviation easements, a drainage system and extension of runway overruns.

* * *

The Commission also approved \$10,000 for the Greenville-Spartanburg Jetport for clearing and grubbing preparation for the installation of Medium Intensity Approach Lighting System (MALS) and Runway Approach Identifier Lights (RAILS) on runway 21.

Cessna Centurion Society being formed in Camden

The Cessna Centurion Society, an international organization of Cessna 210/Centurion owners, is being formed now.

The members receive a monthly newsletter which keeps them up to date on 210/Centurion facts, performance and experiences by fellow members all over the country.

The CCS Newsletter covers shop talk, inspection, maintenance and operational techniques relating to Centurions to promote optimum performance. Also included are Airworthiness Directives, service letters from Cessna, Continental and Lycoming, along with safety bulletins from the NTSB. The CCS Newsletter goes a long way towards helping achieve the organization's goal for its members — "In-flight-peace-of-mind."

With each edition of the CCS Newsletter there is a separate eight page supplement called the HI-WING AV-MART with classified and display ads which are mostly Cessna oriented relating to new items, products and services available, including special discounts to CCS members.

In addition, the organization is working on a money saving CCS Group Aircraft Insurance Program, covering hull, liability and medical. Details on this program will be released once the program is finalized.

Every summer the CCS will hold an annual convention — a four day get together with industry speakers — lectures, seminars and manufacturers' exhibits, all aimed to keep members up to

date on how to enhance safety, obtain better engine/plane performance and how to have more pleasant flying in their Centurions.

This year the convention will be held in Oklahoma City, OK, at the Hilton Inn West, August 19-23. Fly-in will be to Wiley Post Airport and Catlin Aviation will be the host FBO.

One of the special features of the organization is the call-in or write-in service for CCS members. Many members write or phone in their questions relating to the airplane, the engine and associated equipment.

Among subjects discussed are EGT and/or CHT readouts, how best to use carburetor heat, the art of proper mixture control, peace-of-mind fuel management, latest engine modifications, overhaul decisions, modification for more speed, in-flight techniques, cockpit procedures, techniques in handling en route weather, pilot responsibilities, aircraft insurance buying — you name it — help is there to find the answer.

The executive director of the Cessna Centurion Society is Robert L. "Bob" Green who also serves as executive director of the Cessna Skyhawk Association and the Cessna Skylane Society.

If you own a 210/Centurion, this is your invitation to join with many owners in this fine organization. Write or phone Bob Green, Executive Director, Cessna Centurion Society, P.O. Box 761, Camden, SC — 29020, (803) 432-3586:

Stevens Beechcraft buys Nashville facility

Mr. Edward F. Jones, President of Nashville Flying Service, and George A.G. Browder, Sr., President of Stevens Beechcraft, Inc. announce the sale and purchase of Nashville Flying Service to Stevens Beechcraft, Inc.

Nashville Flying Service has continuously served the Nashville area since 1930.

Stevens Beechcraft has been in the aviation business as Stevens Aviation, becoming Stevens Beechcraft in 1973, serving General Aviation since 1950.

Stevens Beechcraft has full service facilities on the Greenville/Spartanburg Jetport at Greer, S.C., on the Downtown Island Airport at Knoxville, Tenn., and sales offices on Bowman Field in Louisville, Ky.

The Stevens Beechcraft Nashville facility will expand the service, currently offered by Nashville Flying Service, with scheduled completion by October 31, 1981. The current services available will continue under the personal attention and philosophy that Stevens Beechcraft has always followed.

Ralph H. (Flip) Cuthbertson, Jr., Vice President, will be operations manager for sales and service. Mr. Cuthbertson is a



RALPH H. CUTHBERTSON JR.
Operations Manager

graduate of the University of S.C. with a degree in Business Management. He is qualified in all Beech Aircraft products plus the Lear, Sabreliner and HS 125 jets.

The name Nashville Flying Service will be changed to "Stevens Beechcraft, Inc." Nashville Metropolitan Airport.

Stevens Beechcraft has maintained sales offices on the Metropolitan Nashville Airport since the early '70's. We are extremely pleased to become a larger part of the exciting growth of Metropolitan Nashville, Tennessee.

Piper gives Hawthorne new territory

John H. Allen, president of Hawthorne Aviation, announced recently that the Aero Sales Division of the company has been awarded a new territory by Piper Aircraft Corporation.

The area includes most of the state of Kentucky and the eastern half of Tennessee. Hawthorne will now be responsible for the wholesale distribution of Piper aircraft in this new area along with its present territory in South Carolina, Georgia and south central North Carolina.

The acquisition of Kentucky and Tennessee makes Hawthorne one of the larger distributors for Piper in the United States. Contracted in 1937, Hawthorne is also one of the oldest distributors in the country.

"We are excited and enthusiastic about the opportunity that this announcement provides for Hawthorne and its people," Allen said. "This new area increases our market potential by almost 50%."

Hawthorne Aviation's corporate headquarters are based in Charleston along with a general aviation operation.

Free Airshow '81 set May 16th at Conway

On Saturday, May 16th at 10:00 North American Institute of Aviation and the Omar Shriners will present the third annual Air Show '81, the best in aerial acrobatic artistry featuring the finest pilots and aircraft in the South together with an Event Fish Fry.

As featured performers from Salisbury, NC, the team of Lindsay Hess and John Stone will thrill spectators with formation aerobatics performed in two Pitts S-2 biplanes flying with only a few feet separating the wing tips. And, back by popular demand, Col. Bobby Jonte of the Confederate Air Force who will fly his North American AT-6 "TEXAN" in a spectacular, low level demonstration of his extraordinary skill.

Lindsay Hess and John Stone, a regular feature at Carowinds for 6 years, have built an international reputation for piloting excellence during tours of South America and Africa with "The Great American Air Show". During these tours they worked with such pilots as Kirby

Grant of the "Sky King" TV series. Lindsay has also filmed sequences for such popular TV shows as "PM Magazine" and "That's Incredible". Besides performing loops, rolls and other precision aerobatics in close formation, Lindsay will execute an inverted flat spin of between 8 and 12 turns and recover to cut a ribbon suspended only 16 feet above the airport's runway while flying upside down at 150 miles per hour.

Col. Jonte, a South Carolina native from Greeleyville, will fly his World War II trainer through such maneuvers as the loop, the barrel roll and Cuban Eight. His AT-6 was originally built in 1943 and re-built in 1951 as an AT-6G powered by a deep throated 600 HP 9 cylinder radial engine. This Pratt & Whitney R-1340 Wasp engine makes a sound which all WW-II veterans will never forget. Included in Col. Jonte's routine will be a photo pass at low speed and zero altitude so everyone can get a picture of his historic plane. He will

then pull-up and put his landing gear "up" for landing. As you know pilots normally put the landing gear down for landing, but Bobby likes to be different. You gotta see this one.

In addition to all this Mr. Henry Haddock, Haddock Flying Service, of Kingstree will return for another exciting demonstration of ag-flying. Carolina Sail Planes will be back with a demonstration of powerless flight-flying in its purest form.

The U.S. Army's 82nd Airborne Division has been invited to provide its "All American Parachute Team" and Col. Larry Barton, Commander of the 354th Tactical Fighter Wing at Myrtle Beach Air Force Base is seeking Air Force approval for A-10 Maneuver Demo.

So don't fail to be at the Conway-Horry County Airport on Saturday, May the 16th for Air Show '81. The admission is free, the parking is free and the thrills are priceless.

Mistaking air force base for Civil Airport could be embarrassing

SHAW AFB, S.C.— Ever had that gratifying feeling of a successful cross country flight dashed by being at the wrong airport! Well, add to that sinking feeling the fact that the FBO's office and gas pumps have turned into a flight line of RF-4 Phantoms and O-2 aircraft based at Shaw AFB, South Carolina. By now your "gut reaction" is to turn around and take off again but there is one holdup! Your aircraft by now has been surrounded by Base Security Personnel.

For those of you that can identify with the above scenario, you probably wish you could have avoided the unauthorized landing at Shaw AFB. How could you avoid it again? Easy, by performing a thorough pre-flight review.

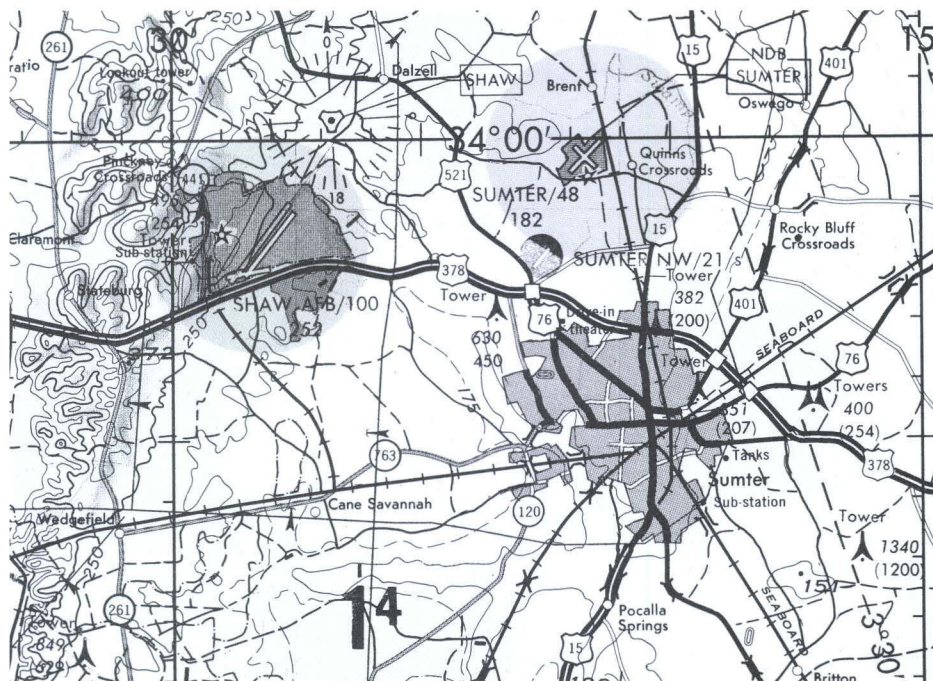
1. Let's first review contributing factors that may lead an unknowing pilot to land on either runway 04 or 22 at Shaw AFB instead of Sumter Airport:

a. Shaw AFB lands on runways 04/22, same as Sumter.

b. Shaw AFB is a more prominent airfield from the air and could easily be mistaken for Sumter Airport. Shaw AFB traffic patterns are east and west of the Air Force Base from 800 feet MSL up to 2000 feet MSL.

2. Factors that will aid a pilot in identifying Sumter Airport and Shaw AFB.

a. Shaw AFB has two parallel runways that are made of concrete. Runway 04L/22R is 10,000 feet by 150 feet, Runway 04R/22L is 8,000 feet by 150 feet.



b. Sumter Airport has two runways, one is sod and the other is blacktop. Runway 04/22 is 4800 by 100 feet, blacktop runway 13/31 is 3500 by 100 feet.

c. Sumter Airport traffic pattern is 800 feet to 1000 feet with left hand traffic to runway 22 and right hand traffic to runway 04. Utilize Unicom (122.8) to verify the active runway.

d. Sumter Airport has an NDB (Frequency 252) located on the field which can aid a pilot by utilizing ADF

homing procedures to locate the airport.

e. Contact Shaw Approach for Stage III service to Sumter Airport. Shaw Approach Control (West Approach 125.4 or East Approach 118.85) will then provide the pilot radar vectors to the airport. However, do not cancel Stage III service until you positively identify Sumter Airport.

Preflight planning is the key to a successful cross country flight, especially when landing at Sumter Airport.

Emergency AD issued by Paraflite

Paraflite, Inc. has issued an Emergency Airworthiness Directive concerning their Safety Flyer reserve parachutes.

"All Paraflite Safety Flyer Reserve parachutes with cotton bridle are hereby grounded until bridle can be replaced with a polyester bridle. All pilot chutes, bridle, deployment bag assemblies with the cotton bridle should be returned immediately to Paraflite for replacement.

"Owners may notify Paraflite of their name, address and canopy serial number and a replacement assembly will be sent immediately.

Company address is Paraflite, Inc., 5801 Magnolia Ave., Pennsauken, New Jersey 08109, telephone (609) 663-1275.

Breakfast Club



- April 12 North Myrtle Beach Airport
(taxi to Phillips Ramp 66 for transportation)
- April 26 Greenville Downtown Airport
- May 10 Jekyll Island, Ga.
- May 24 Davis Field, Estill
- June 7 Newberry Airport
- June 21 Huggins Airport, Timmons ville

Aviation Calendar

APRIL 16: Safety meeting, Santee Cooper Building, Myrtle Beach, S.C. at 7:30 p.m.

APRIL 25-26: Third annual Spring South Carolina Stearman Fly-in, Clio Crop Care Airport, Clio, S.C. All Aircraft welcome, especially warbirds, antiques and experimentals. Contact: S.W. Hanke (803) 586-9225.

APRIL 28: Safety meeting, Building 401, Florence-Darlington TEC, Florence, S.C. at 7:30 p.m.

MAY 1-3: Orlando, Fla. P-47 Thunderbolt pilots reunion, Holiday Inn International. Contact: Edward J. DiMarzo, 1511 NE 11th St.,

Homestead, Fla. 33033. Telephone (305) 247-4178.

MAY 1-3: Burlington, N.C. Spring fly-in, EAA antique/classic chapter 3. Contact: Geneva McKiernan, 5301 Finsbury Place, Charlotte, N.C. 28211.

MAY 2-3: 16th annual Boys Home of the South Airshow, Donaldson Center Airport, Greenville, S.C. featuring the U.S. Air Force Thunderbirds. Contact: Jim Craig (803) 879-4837.

MAY 9: Safety meeting, Rock Hill Municipal Airport, Rock Hill, S.C. at 7 p.m.

MAY 16: Third Annual Air Show sponsored by North American Institute

of Aviation and Omar Shriners; Conway-Horry Airport, 10 a.m. admission free. Contact: Stay Frie (803) 397-9111.

MAY 24: Cheraw Air Show, at Cheraw Airport to benefit Cheraw Rescue Squad. Displays and hot air balloons. Contact Richard D. Griggs (803) 537-4567.

JULY 3-6: Ercoup Owners Club National Fly-in at Wood County Airport, Bowling Green, Ohio. Owners of Ercoupes, Aircoupes, Alons and Mooney Cadets are welcome. Contact: Carl Hall (419) 372-2640.

Aviation insurance may skyrocket

A Tennessee based consulting firm says aviation insurance rates for pleasure and commercially used aircraft will begin to skyrocket during the next five years. The firm recently introduced a special consumer report designed to aid the private aircraft owner in seeking low-cost, quality insurance.

Called *Aircraft Insurance — For*

Private Aircraft Owners, the copyrighted report reveals important questions each aircraft owner should ask before purchasing a policy.

Steven F. Baker, president of the firm Baker & Associates, said the report examines aircraft liability and physical damage coverages available among various insurers and reveals many of the exclusions found in some policies.

"An aircraft owner doesn't need to be an insurance expert," Baker said. "But an aircraft owner should ask questions — plenty of them — to make certain he

is getting what he really wants at a reasonable price."

Baker, a former underwriter for a major insurance firm, said aviation insurance rates will increase over the next five years due to unusually high loss ratios and rapidly increasing claims adjustment expenses. "Only a handful of insurers have been fortunate enough to break even over the past few years," he said. "Most have continued to lose money, and pressures from reinsurers, such as Lloyds of London, will result in increased premiums for all owners."

FOR SALE Two DC-4 Aircraft, Cargo Configuration



To be sold by sealed bid. Contact the South Carolina Aeronautics Commission for bid forms and particulars. P.O. Drawer 1987, Columbia, S.C. 29202

Reports persist of wrong fuel use

The following article is reprinted from the AVCO Lycoming Flyer at the request of the Columbia FAA General Aviation District Office.

Several years ago the *Flyer* carried an article about the large number of reports the factory had been getting about the use of incorrect fuels in Lycoming reciprocating engines. The accidental use of the wrong fuel — particularly turbine fuel — seems to be on the increase again. A great number of reports are again reaching the factory and again we would like to remind our readers of the dangers and make recommendations which may be helpful.

First, there are quite a number of aircraft in use today which have high compression engines and which must use 100 octane fuel. These aircraft look very much like older aircraft of the same species which are equipped with low compression engines and are certified for 80 octane fuel. Putting 80 octane fuel in one of those newer "look alike" aircraft with the high compression engines meets the incorrect fuel criteria and can be dangerous.

Next we have the turbocharged piston engine in aircraft which have the cowl neatly labeled — "Turbo/—". That label has been known to cause the kind of confusion which results in jet fuel being placed in the tanks of piston powered aircraft.

How do these mistakes occur? An inexperienced lineman operating the fuel truck, perhaps? A pilot who does not personally observe the fueling operation to insure his aircraft gets the

correct fuel? We don't really know how it happens, but the reports of these dangerous errors continue to come in.

What are the dangers of having incorrect fuel in the aircraft tanks? This covers a wide range of possibilities, but it is very likely that the engine will malfunction as a result of being exposed to a diet of fuel that is unsuitable. When it will malfunction, and to what degree, are the unknowns which make this type of mistake particularly dangerous. Engine inefficiency may range from almost unnoticeable to severe damage or failure. The inefficiency or failure is likely because an improper fuel, even when mixed in small quantities with the proper fuel for the engine, will result in a lower than specified octane rating. The engine may start with this mix of fuels, however, detonation and engine damage are likely to occur when high power is demanded of the engine. This, of course, makes the take-off and climb the most critical period of operation and therefore the most dangerous for the aircraft and its occupants.

Looking at another aspect of the improper fuel problem, let us assume that the engine has started, but has subsequently exhibited unsatisfactory characteristics. If the presence of improper fuel is noted before take-off, this is equivalent to flying the aircraft with improper fuel and getting it back on the ground safely. In both cases, the engine has been run with a fuel for which the engine is not certified. Because of the many variables involved, Avco Lycoming Service Bulletin 398 specifies that any use of improper fuel requires

inspection by qualified personnel to determine if the engine is airworthy. Therefore, anytime an engine has been run with any unspecified fuel, do not operate it until it has been inspected and is certified to be airworthy.

The engine inspection will be aimed at finding any possible damage. Primary damage to the engine by the use of unspecified fuels occurs in the combustion chamber and is typically characterized by increased temperatures resulting in "tuliped" intake valves and/or burned pistons. If detonation has been severe enough, further damage may occur to crank pins and main bearings, counterweights and valve train components. In view of this possible damage, disassembly and inspection of the engine parts is the only safe recommendation that can be made after an engine has been operated with improper fuels.

Benjamin Franklin lived in an era long before airplanes, but his maxim which says "An ounce of prevention is worth a pound of cure" is certainly applicable to the inadvertent use of an improper fuel. A small amount of effort expended by the pilot in command to insure that only the proper fuel is pumped into the aircraft tanks can save a great deal of expense for engine teardown and inspection. Even more important, the same effort avoids a possibility of engine power loss or failure in flight with the added likelihood of airframe damage and personal injury.

Take Ben Franklin's advice — prevent the aircraft you fly from getting improper fuel.

Checks feature warbirds

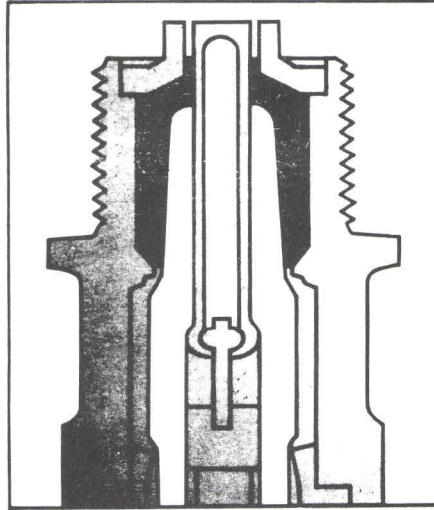
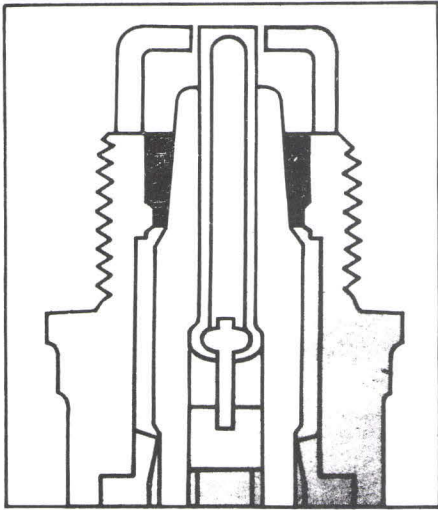
PARK RIDGE — Identity Check Company of Park Ridge, Illinois has announced a new series of checks featuring World War II Warbirds. The new personal size check assortment of six "Warbirds" consist of the P-51, the world's fastest prop-driven fighter aircraft, the F4U Corsair, with its historic record in the Pacific theater, the Avenger, Wildcat, AT-6 and B-25.



Current plans include a new assortment issue each year. Identity Check currently produces

general aviation "Plane Checks" featuring personalized private aircraft types and "N" numbers in addition to U.S. domestic commercial airline checks personalized for employees of the various carriers.

For more information, contact George Johnson at (312) 992-0882 or Identity Check Company, Box #149-D, Park Ridge, IL 60068.



NEW DESIGN - Lead deposits in the standard spark plug, left, can under certain conditions, fill the bore right up to the electrodes. Champion's new design, right, uses an extended insulator and center electrode to allow the plug to fire even under adverse lead-fouling conditions.

Champion Develops Foul-resistant Plug

Toledo, Ohio

Champion Spark Plug, Co. has introduced a new aviation spark plug designed to significantly reduced lead-fouling problems in Lycoming O-235 K-, L- and M-series engines.

The new spark plug was field tested for a year by Lycoming in aircraft that were known to be experiencing severe lead fouling. A Lycoming publication said the results were "spectacular."

The new design utilizes an extended insulator and center electrode, which allows the plug to fire dependably even though a build-up of lead deposits may occur, according to Robert D. O'Donnell, director of Champion's aviation sales department.

Lead fouling of spark plugs in an aircraft engine can cause rough running and possible loss of power, O'Donnell

said. Champion has been working with engine manufacturers for some time to correct the problem. It occurs most frequently on planes used at flight schools where constant takeoffs and landings are practiced.

The Lycoming engines are popular in such training aircraft as Beech, Cessna and Piper.

Often at flight schools, standard plugs have to be cleaned every 15 to 20 hours, but such servicing was not necessary prior to scheduled 100-hour inspections in Lycoming tests of the new Champion plugs.

Based on the successful field tests, Lycoming will install the newly designed plug in its O-236 K-, L- and M-series engines. The Champion part number for the plug is REM-37-BY. The Lycoming designation is 1182-B7.

Postal Clerk wins GAMA Sweepstakes

Postal clerk and part-time farmer Lawrence B. Spencer, 47, of Elkins, West Virginia, got the shock of his life as West Virginia Senator Jennings Randolph surprised him with news that he had won a \$50,000 airplane of his choice in the GAMA Safe Pilot '80 sweepstakes. Senator Randolph handed Spencer a souvenir "catalog" of aircraft models from which to chose his new airplane.

The lucky grand prize winner was one of 379,000 people who attended one of 10,000 Federal Aviation Administration safety seminars last year promoted by the General Aviation Manufacturers Association (GAMA). The seminars bring pilots up to date on the latest in flying knowledge. GAMA promotes the programs each year by awarding a new airplane and over 250 flight scholarships for proficiency flight training. GAMA President Edward W. Stimpson, on hand with ceremonial keys to Spencer's new plane, said new Safe Pilot '81 seminars are already underway, with the announcement of a new 1981 sweepstakes just a few weeks away.

Spencer said he usually doesn't enter contests and has never won anything before. But he attended a safety seminar in Elkins last year with several friends and now will fulfill a life-long dream of owning his own airplane. Spencer earned his private pilot license just last July and is now upgrading his skills toward an instrument rating for all-weather flying.

A twenty-year Elkins resident with seventeen years behind the customer window at the Elkins Post Office, Spencer, along with his wife and three teen-aged daughters, live on a 180-acre farm near town.

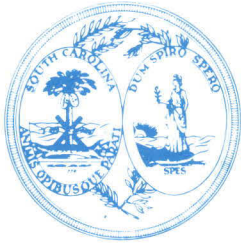
Legal opinion says controllers may be sued

Aviation Daily News reports that air traffic controllers who go on strike may be sued, according to a legal opinion.

"The Small Airports Committee of the Aircraft Operators Council International (AOCI) has received a legal opinion that it would be able to sue, on an individual basis, any controller who goes on strike over the current round of contract negotiations with FAA.

"The group anticipates that local businesses such as hotels and motels also could join the suit to seek damages not only against individual members of the Professional Air Traffic Controllers Organization (PATCO) but also against the union itself.

"Suing local controllers individually for losses to the local economy is a valid option under U.S. law, according to council for the committee. Several airports already have sent union representatives notice that this option is being held open."



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